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BRANDY  
\$28.00 PER CASE.  
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# Hongkong Daily Press.

ESTABLISHED 1857.

VERY OLD  
JAMAICA  
RUM  
\$9.50 PER DOZEN.  
H. PRICE & CO.,  
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No. 14,619 號於十零年陸千四萬一第 日一十月正年壹十三緒光 HONGKONG, TUESDAY, FEBRUARY 14TH, 1905. 拜禮 號四十月式年五零百九千一英港香 PRICE, \$3 PER MONTH.



A CHOICE AFTER-DINNER WINE.

WATSON'S  
D. PORT  
VERY FINE OLD VINTAGE.

A. S. WATSON & CO.  
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[a1365]

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N.Y.

SPECIAL BLEND WHISKY  
Blend  
Selected  
Distillations of the  
Finest Scotch Whiskies

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SIEMSEN & CO., Hongkong. [a135]  
THE WINE GROWERS'  
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Direct Importers of Wine, Beer and Spirits  
from well-known Growers, Brewers and  
Distillers. Price List on application.

BARRETT & CO., Agents,

[a44] Nos. 22 & 24, Bank Buildings, Queen's Rd.

GREEN ISLAND CEMENT CO. LTD.

PORTLAND CEMENT.

Casks of 375 lbs. net \$5.00 per Case ex Factory.

Bags of 250 lbs. net \$3.20 per bag ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 1st September, 1904. [a2866]

THE ROYAL BAR-LOCK TYPEWRITER  
COMPANY, LIMITED.

(Typewriter Makers to H.M. the King and  
H.R.H. the Prince of Wales).

THE only TYPEWRITER having all the  
Writings always in Sight.

Simplicity is the key-note of the

BAR-LOCK.

J. C. DOS REMEDIOS & CO.,  
Agents for

HONGKONG AND SOUTH CHINA.

Hongkong, 18th January, 1905. [a275]

HONGKONG ELECTRIC  
TRAMWAYS.

ALTERATIONS IN FARES

From 4th February 1905 until further notice  
the Fares will be as follows—

KENNING TOWN TO POST OFFICE  
First Class ... 10 cents

Third ... 4

Post OFFICE TO CAUSEWAY BAY OR  
RACE COURSE

First Class ... 10 cents

Third ... 4

CAUSEWAY BAY TO SHAWKIWAN

First Class ... 10 cents

Third ... 5

The previous Table of Fares is hereby  
cancelled.

Pending the arrival of new Tickets the  
existing stock will be used—The value of the  
ticket issued will be stamped thereon and the  
Section punched will indicate the limit of  
destination of the passenger.

J. GRAY SCOTT,

General Manager.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 20th January, 1905. [a146]

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HOTELS,

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the  
Club Elinct and the Waverley Hotel,  
have been thoroughly renovated and furnished  
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Cool Rooms, Comfort of Residents, and the  
Cuisine a specialty.

Apply to—

THE MANAGER.

Hongkong, 7th October, 1904. [a49]

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(Same Premises as Messrs. Ah Chee). [a39]

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BREWED BY THE OSAKA BEER BREWING  
COMPANY, LIMITED,  
OSAKA, JAPAN.

SOLE AGENTS FOR HONGKONG—

CALDBECK. MACGREGOR & CO.  
15, Queen's Road, Hongkong, 3rd February, 1905. [a37]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,  
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

C.P. & Co.'s INVALIDS' PORT  
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Casall.

ANOTHER FINE COGNAC, \$18.50 per doz.  
Less old than the above.

DOURO PORT,  
\$15.00 PER DOZ.

A fine, full, and fruity wine.

IMPERIAL BRANDY  
\$12.00 PER CASE.

AMOROSO SHERRY,  
\$20 PER DOZ.

THE ELITE OF WHISKY—  
THE "PALL MAIL,"  
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LA TORRE SHERRY,  
\$17.00 PER DOZ.

11 Years old: the finest quality shipped.  
Each bottle bears an Analyst's certificate.

A natural and most pleasant wine to the taste.

C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY,  
\$11.00 PER DOZ.

BENEDICTINE LIQUEUR—  
D.O.M.,

Very soft, palatable, and mature.

\$41.75 PER DOZ. QUARTS.  
\$43.75 PER 2 DOZ. PINTS.

EVERYBODY SHOULD TRY THESE ITEMS

THEY ARE UNQUELLED AT THE PRICE

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ELECTRIZITAETS ACTIEN GESELLSCHAFT VOB.  
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
SIEMSEN & CO., SOLE AGENTS FOR CHINA.

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NEW STYLES IN GENTLEMEN'S

## RAIN COATS.

## UMBRELLAS. FELT HATS.

## DRESSING GOWNS.

## TRAVELLING RUGS.

LANE, CRAWFORD & CO.

Hongkong, 2nd February, 1905. [a36]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

The 20th Century Atlas ...	\$17.00	Dynamo Construction, by Urquhart ...	\$5.90
The Complete Motorist, by A. B. Wilson ...	12.00	Medieval Alphabets and Initials, by Dolmotto ...	3.00
Young ...	1.00	Rowing, by East ...	0.80
Golden Sunbeams; Volume ...	2.70	Fowler's Mechanical Engineers Pocket Book 1905 ...	1.25
Japan in Pictures, by Douglas Sladen ...	0.80	Strand, Wide World, Windsor and Frys Magazines for January ...	0.40
The Handy Atlas ...	7.00		
Physical Educator, by Miles ...	6.00		
Russo-Japanese War; Illustrations and Maps ready Prints 1 to 16 ...	4.00		
Castor's Manual of Practical Mathematics ...	4.70		
Ayrton's Practical Electricity ...	5.90		
Daily Mail Year Books ...	1.35		
Lloy's Almanack ...	0.80		
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Anderson's Mercantile Letters ...	2.70		
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New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Tokosha, Nagoya, Osaka, Kobe, Kuro, Shimonosaki, Moji, Wakamatsu, Kuratsu, Nagasaki, Kuchinoto, Sasebo, Maizuru, Hakodate, Taipie, etc.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujisofana, Mameda, Manoura, Onoura, Otsuji, Sesshara, Tsubakuro, Yoshinotani, Yoshi, Yunokibara, and other Coals.

S. MINAMI, Manager, Hongkong.

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MANAGER, Hongkong, 31st October, 1902. [a49]

## C. LAZARUS & CO.

CALCUTTA.

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Rs. 1,460, packed complete for Billiards, has been supplied all over the East, from

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VERY OLD LIQUEUR

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VERY FINE OLD VINTAGE MANY  
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & CO.  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

[33]

BIRTHS.  
On the 2nd January, 1905, at 21, Woodside, Wimbleton, the wife of Francis COXLEY SEATON, of Macao, of a daughter (still born).  
The wife of J. A. PEAGUE, Imperial Maritimes Comptoir, Kowloon, of a daughter.

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NOTICE TO CORRESPONDENTS.  
Only communications relating to our columns  
should be addressed to the Editor.  
Correspondents must forward their names and addresses  
with communications addressed to the Editor,  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymously signed communications that have  
already appeared in other papers will be inserted.  
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Lieber's  
P.O. Box. 38. Telephone No. 12The Daily Press.  
HONGKONG OFFICE: 14, DEVONPORT ROAD S.E.  
LONDON OFFICE: 131, FLEET STREET, E.C.  
HONGKONG, FEBRUARY 14TH, 1905.

The Hamburg Chamber of Commerce in its annual Report issued last month is pleased to be able to state that the improvement in trade to which it drew attention last year has made further progress. Commerce more particularly has shown renewed activity and enterprise. A prominent feature in the development of German industries has been the tendency to combine. Thus a fusion of the principal dye-stuff works has taken place, whilst the coal syndicate has been renewed on a broader basis for a further period of twelve years. The Chamber sees no reason to change its opinion that combinations have under present circumstances come to be of vital importance to many trades. At the same time it is bound to admit that there is a reverse to the medal, and that, to quote an example, the granting of considerable concessions in price to foreign buyers of raw materials or half-finished goods by some of the syndicates may in many cases seriously handicap home makers in competing in markets abroad. Moreover the power gradually acquired by some of the combines has become so great as to verge on a monopoly. The State has therefore considered it its duty to interfere; the Hibernia case, of which our Hamburg correspondent has given the history in his letters, being an instance of this. It is much to be regretted that the new tariff, by raising the duties on most articles, will tend to increase the difficulties of foreign competition at home, and thereby render less effective one of the few checks that exist on the greed of monopolists.

Satisfaction is expressed that neither the war in the Far East, nor the rising of the natives in Southwest Africa, nor other untoward events of lesser magnitude have materially affected the course of improvement. Certain branches of trade have of course suffered through the war, but others have been benefited. The necessity however of a clearer definition of the meaning of contraband of war and other points of international law, after peace shall have been concluded, has become imperative. The rising of the natives in Southwest Africa has, commercially speaking, been of little importance, its effects having been confined to Germany.

A simultaneous revival of trade in Great Britain (which is gradually recovering financially and commercially from the effects of the Boer war) and in France, has greatly contributed to the improvement in Germany. The United States, too, have rallied in a remarkably short time from the depression prevailing there at the close of last year; whilst the demand for goods from most of the republics of Central and South America, upon which the export trade of Hamburg depends to so great an extent, is decidedly more active.

Attention is drawn to the growing tendency of German manufacturers to enter into direct relations with buyers abroad. This may be advantageous and justifiable in some cases, but on the whole it is to be deprecated, as industrial firms are not in a position to obtain the same reliable information as to the standing and solvency of their customers, and as to their requirements as merchants, who have their correspondents all over the different countries.

Owing to the war, the Trans-Siberian railway has not exercised that stimulating effect on trade which was expected last year. On the other hand the financial difficulties under which China was labouring at that time seem to have disappeared and a large business has been done with that empire, principally in textile fabrics, metals and coal, although the growing competition of the United States and Japan is making itself keenly felt. The import trade from China is said to have been, on the whole, satisfactory, due partly to the abundant yield of the tea crop; but it has been somewhat hampered by the rise in the price of silver and the demand for the Japanese and Russian armaments which for some articles caused values to advance far beyond those ruling in Europe. The Customs receipts have profited by the increase of imports. Future prospects are considered good, provided peace and quiet can be maintained in China.

The fears entertained at the outbreak of the war that trade with Japan would come to a standstill, have not been realised to any great extent, although at first exports were suspended and imports suffered from the additional war duties. Business was soon resumed on the old scale, and as the finances of Japan seem to be in a sound state in spite of the strain caused by the war, and as the rice crops have turned out well, the economic conditions of the country appear favourable.

Trade with Korea has also been satisfactory owing to the abundant yield of the rice crop and the supplies required by the armies in the field. The railway between Fusae and Seoul which, thanks to the wonderful energy of the Japanese, has lately been opened, will, when no longer monopolized by the military, prove of the greatest advantage to trade in general. The steam service between the Chinese ports and Korea established by the Hamburg American Line some time ago is doing well. Of Kiuchow little is said beyond that the Shantung railway, when finished, will open up that province, the mineral wealth of which is well known. He retired from the management about 1893, but shortly before that time was appointed to a seat on the board, and subsequently became chairman and managing director.

Canton is recommended to men of the Jake Balfour or Whitaker Wright kind as a hiding place. The *Clobe* says China appears to possess advantages for the concealment of persons who have an object in obliterating themselves over the more hackneyed South America or Central Australia. Sun Yat Sen, the professional organiser of revolutions in the colonial Empire, has a price of fifty thousand dollars set on his head by a grateful country, and finds his life in hourly danger in the United States, England, and Europe generally. He was, in fact, twice decoyed into his own native Embassies, and nearly done away with. The only country he is safe in is China. "Once in a place like Canton, the rest is easy. The population is so large that one is lost among the millions," he says in an interview. To the Englishman every Chinaman is the "double" of another, and the same liability to "mistaken identity" seems to exist even in the country itself. The grand mistake of the average criminal is in going to a secluded waste, where he is at once conspicuous by the absence of other people.

Herr Friedenthal's second concert takes place to-night. A special programme has been arranged.

A solemn requiem mass will be celebrated in the Catholic Cathedral this morning at 7.30 for the repose of the soul of the late Rev. Father Torres.

The seventeenth plague fatality was recorded on the 11th inst., the number of cases for last week being three. There were in addition four European cases of tertian fever, and two cases of small-pox, one European and one Portuguese.

Return of visitors to the City Hall Library and Museum for the week ending the 12th February, 1905, were 226 non-Chinese, and 68 Chinese to the former, and 71 non-Chinese, and 7,718 Chinese to the latter institution.

Concerning the meeting of the International Postal Union to be held in Rome next April, the Hamburg Chamber of Commerce has several suggestions to offer, amongst which is the introduction of international stamps for the prepayment of replies.

A cook, for snatching two gold bangles from a child three years of age in Stanley Street on Sunday last, was sentenced by Mr. J. H. Kemp at the Police Court yesterday to six weeks' hard labour and twelve strokes of the birch.

The Japanese Government has just given out extensive orders for tent canvas to Scotch line manufacturers. As the orders are additional to those recently executed and, as delivery is spread over several months, it is inferred that the Island Kingdom is determined to prosecute the war well into the year.

We are requested to publish the following:—The annual meeting of the Hongkong Church Missionary Association will be held this afternoon in St. Paul's College at 5 p.m. Addresses will be given on Missionary work in the Diocese of Victoria. All interested in Missionary work are invited to attend.

A cynical contemporary bears that the Year's Ministry is divided on the question as to how to get out of the war gracefully. One party advocates disabling the Baltic Fleet accidentally in a gale, the other suggests getting up a revolution. The Admiralty object to the former, while the Minister of Finance opposes the latter as being too expensive.

On Jan. 7th the Odessa correspondent of the *Standard* wrote:—The Russian Christmas to-day has been passed quietly, sadly, and despondently, and has not been marked by a single feature of its usual gaiety. This is all the more noteworthy and regrettable inasmuch as the Slav nature is not easily depressed. But the gloom caused by the hopeless outlook of the war has been intensified by the reports of stagnation in all branches of trade and industry. The result is widespread disaffection and an increased public outcry for peace at any price.

What a contemporary describes as the "humorous unpunctuality" of the Far East was well illustrated, says a *Homas* paper, by the Vice-roy of Wuchang not long ago. Five thousand schoolchildren were to parade before his Excellency. "Eight a.m. suit you?" asked the Vice-roy. "Get a good long day then. Nothing like beginning early." So the five thousand, including the schoolchildren, were on the spot at 8 a.m. At 2 p.m. a portly but dignified form was observed strolling to the parade ground. It was his Excellency the Vice-roy, all smiles and geniality. It would be interesting to know whether the five thousand children consider "humorous" a good adjective for the unpunctuality of the Far East.

After a period of forty years' service in the Chartered Bank of India, Australia, and China, Mr. J. Howard Gwyther has retired from the board and has resigned his appointment as chairman and managing director. During the greater part of his business career, says the *Standard*, Mr. Gwyther was manager of the bank, and in the course of that time had to deal with the many delicate matters which arose in the working of the Eastern exchange banks owing to the depreciation in the price of silver. It was largely owing to his initiative that the Chartered Bank of India was the first amongst these banks to bring the whole of its capital home, and in this way the vicissitudes arising from the fluctuations in exchange were minimised so far as the shareholders were concerned. He retired from the management about 1893, but shortly before that time was appointed to a seat on the board, and subsequently became chairman and managing director.

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At the Volunteer meeting held at Headquarters last night it was decided, on arrival of the new short rifles, to hold rifle meetings on the 4th and 11th of March next. The ranges will be two, three and five hundred yards.

The four Chinese charged with piracy in the Harbour near Shaukiwan, and the woman charged with receiving stolen goods in connection therewith, were yesterday committed by Mr. Gompertz, at the Police Court, to take their trial at the next Criminal Sessions.

The German Bill for the amendment of the "Borsengesetz" does not fully satisfy those interested in it. It is admitted that the most glaring defects of the present law are to be removed, but many more remain which it is hoped will be dealt with on the second reading of the bill in accordance with the proposals of the Bankers' Association adopted at their last annual meeting.

A recent Army Order instructs Commanding Officers to note such defects as shortness of temper or weakness of character among subordinates. The *Daily Mirror* pictures a purple-faced colonel brandishing his fist at a sheepish-looking subaltern, and saying, "Confound you, sir, your temper gets worse every day. If you don't improve I'll report you, hang me if I don't."

By a Decree signed in October, 1904, a very important step in the unification of the French West African Colonies was taken. The territories of Senegambia and the Niger have been formed into a new colony, to be known as the colony of Upper Senegal and the Niger, under a Lieutenant-Governor, with his capital at Bamako, on the River Niger.

Damage amounting to £30,000 was caused by a fire at Lipton's Stores, Glasgow. The building was situated in Lanesfield-street, and was five stories high. It was wholly consumed. When the fire was at its height the front wall fell into the street, but the firemen had previously been withdrawn, and nobody was injured. The fire spread to a second store, which suffered considerable damage. The cause of the fire is unknown.

Sometime ago the *Daily Press* published an account of a daring robbery on the launch *Hoi Kong*, in which six men, who shipped as passengers, held up the remainder of the passengers and got clear away with booty valued at \$10,000. Six men have been arrested by Inspector Langley and Detective Wilden in connection with this case. They were placed before Mr. J. H. Kemp at the Police Court yesterday, and remanded to appear in a week's time.

A truckman was charged at the Police Court yesterday with negligence while in charge of a loaded truck, whereby a rickshaw was broken up and its occupant severely injured. The truckman was pulling his load along the tram line near No. 2 Police Station. A rickshaw, with an old Chinese woman in it, was following on behind, while close upon them, with its bell ringing violently, was an oncoming tram. When the car was close upon them, the truckman swerved in the wrong direction and pinned the rickshaw between his truck and the car. The rickshaw was smashed to pieces, and the woman thrown out, sustaining some nasty bruises on her right cheek and forehead. The case was remanded.

## POLICE TIME WASTED.

A case is reported from Tsimshatsui which goes to show how the time of the Police is wasted by the furnishing of false reports. A Swede named Michelson on Sunday last called at the Yau Ma Tei Police Station and reported to Inspector Macdonald that four rickshaw coolies had assaulted him with bamboo poles, leaving him insensible on the road, where he lay for two hours before recovering consciousness. When he did recover, he found that between \$16 and \$17 had been stolen from his person. Inspector Macdonald began to investigate matters, but finding that the supposed assault had occurred in Inspector Langley's district, passed the case on to him. Inspector Langley caused inquiries to be made, which resulted in it being proved in the Swede's presence that his report was false. He engaged a rickshaw coolie to take him to Hung Hom, and when he reached his destination was unable to pay his fare. It was further proved that at the time of the supposed assault he was in a house of ill-fame. When confronted with this evidence, he admitted that his report was false, and stated that he had only \$2 when he left his place of abode on Hongkong side, and this he spent at the Criterion Hotel before taking the ferry across. It seems a great pity, seeing the waste of time of Police Inspectors and detectives in searching for supposed marauders, that in a case of this description the Police have no power to prosecute.

A "BAILIFF" ASSAULTED.

Sergeant Appleton of the Water Police charged two fishermen, before Mr. J. H. Kemp at the Police Court yesterday, with assault. Defendants were crew of deep sea fishing junk No. 5,983, the master (or mistress) of which is a woman. There was also on board a creditor of the owner of the junk, who from all accounts, was resident on board as a "bailiff" until such time as his debt was paid. The defendant laboured under the impression that he was a wealthy man, and as the junk was sailing through the Lyneon Pass, armed with a shotgun and a bar of wood they approached him and demanded money. He informed the defendants that he had no money, whereupon they assaulted him, the man with the shotgun seriously damaging his right shoulder and left arm. The case was remanded until the 21st inst.

## TELEGRAMS.

[REUTER'S SERVICE.]

AMERICA AND JAPAN.

LONDON, 12th February.  
The arbitration treaty between America and Japan has been signed at Washington.

## THE WAR.

[REUTER'S SERVICE.]

WARSHIPS AND GUNS FOR JAPAN.

LONDON, 11th February.

The *Telegraph's* Tokyo correspondent wires that orders for four battleships have been placed in England, also contracts for half a million sterling worth of guns.

## THE BALTIC SQUADRON.

LONDON, 11th February.

Reuter's Port Louis (Mauritius) correspondent wires that arrivals from Nossi Be, Madagascar, report the Russian Baltic squadron still there. A conflict has arisen between Admiral Rozhdestvensky and the German companies supplying coal to the fleet, but they refuse on account of too close proximity to the Japanese.

## THE HOLLYWOOD ROAD HOLOCAUST.

STATMENTS OF THE PRISONERS.

Chan Chung and Tang Hop were again placed before Mr. H. H. J. Gompertz at the Police Court yesterday afternoon to answer charges of murder and arson preferred against them in connection with the fire which occurred at Hollywood Road some weeks ago.

Mr. F. J. Badley, Captain Superintendent of Police, prosecuted. P. C. Chan Yew declared: Shortly after two o'clock I passed No. 168 Hollywood Road. I had walked on for about three minutes when I heard Police whistles. There were no signs of fire when I passed No. 168. I went back when I heard the whistles, and saw that the place was on fire. It was burning too fiercely for me to try to put it out.

Dr. Hunter, recalled: When I examined the bodies they were not identified by any relatives, but Inspector Gourlay was there, and gave their names.

Cheung Pang-on, Sergeant Interpreter, gave evidence as to a daring robbery on the launch *Hoi Kong*, in which six men, who shipped as passengers, held up the remainder of the passengers and got clear away with booty valued at \$10,000. Six men have been arrested by Inspector Langley and Detective Wilden in connection with this case. They were placed before Mr. J. H. Kemp at the Police Court yesterday, and remanded to appear in a week's time.

A truckman was charged at the Police Court yesterday with negligence while in charge of a loaded truck, whereby a rickshaw was broken up and its occupant severely injured. The truckman was pulling his load along the tram line near No. 2 Police Station. A rickshaw, with an old Chinese woman in it, was following on behind, while close upon them, with its bell ringing violently, was an oncoming tram. When the car was close upon them, the truckman swerved in the wrong direction and pinned the rickshaw between his truck and the car. The rickshaw was smashed to pieces, and the woman thrown out, sustaining some nasty bruises on her right cheek and forehead. The case was remanded.

Tang Hop, in reply to the charge of arson, said: "I have nothing to say." In answer to the charge of murder he said: "I was asleep on the counter at the time of the fire. A kerosene lamp falling down woke me up, when I ran out into the street, where I called for help. I was then arrested, and I did not know where the fire was." In reply to the charge of arson he said: "I have nothing to say." In reply to the charge of murder he said: "I did not set fire to the house. The heat from the fire woke me up, Chan Chung got up first. I ran out into the street, where I was arrested. I did not hear any explosion. I went to bed at 10 p.m. on the night of the fire, blowing out all the lamps in the shop. That night, I was wearing the same clothes as I have on now. I ran out of the shop carrying a pair of shoes in my hands. There were no empty kerosene tins in the shop on the night of the fire, neither were there any lights.

Chief Chinese Detective, In Po, recalled: On the night of the fire the defendants were wearing the same clothes as they are wearing now. The second defendant had no shoes on. From the appearance of their eyes, they did not look as though they had been asleep.

His Worship committed the defendants for trial at the next Criminal Sessions.

## LAST NIGHT'S FIRES.

At about 8.30 last evening the Fire Brigade answered an alarm from No. 117, Queen's Road West, a medicine shop, at about 10.3 p.m. Mr. Lenaghan, employed at the Western Hotel, an ex-policeman and ex-Fire Brigade man, ran out a "despatch box" from the Ko King Theatre. He was assisted by two other civilians, Messrs. G. H. Dell and Anderson, and they kept the fire under till the Brigade, under the Chief Inspector of Police, arrived. The fire, consequently, was put out in a very short time. The top floor, which was empty, was burnt, and a part of the roof. The goods in the shops below were damaged. The premises are insured for \$1,500.

The *Ceylon Times* says that Messrs. Mann and Hutchinson, the scientific officers of the Indian Tea Association, have published an illustrated report on tea blight. Red rust is responsible for a loss in some gardens of 20 per cent

## "THE DIRECTORY AND CHRONICLE FOR 1905."

The 1905 edition of the "Directory and Chronicle," annually published at the office of the *Hongkong Daily Press*, constitutes the forty-third issue of the volume which has grown from a little book of less than 250 pages to a portly tome of over 1750 pages. The book is so familiar to business men in every port and city in Asia in which European and American commercial houses are established—from Netherlands India to Vladivostock—that a detailed description of its general features is unnecessary, except perhaps for now arrivals, who will find a catalogue of its contents in the advertisement appearing in another column.

It may be useful, however, to indicate some of the additions which have been made to the "Chronicle" section of the book which comprises the texts of all the most important treaties concluded with the countries of Eastern Asia during the past half century, Customs Tariffs, Trade Regulations etc. Included in the present volume are the new Commercial Treaties made by China with Great Britain, Japan, the United States and Portugal; also the Extraterritorial Convention between England and China; the treaty concluded last year between France and Siam; and the British Treaty with Tibet. Other useful additions are the Chinese Trade Marks Regulations, and also those relating to Mining and Railway concessions. Local shipping men will note an abstract of the Hongkong Pilots' Ordinance and the scale of fees pilots are entitled to charge. These constitute the principal additions to the book.

As regards the Directory section there is little to be said apart from the fact that the descriptions of the colonies, ports and settlements, including the trade statistics of each, have been carefully revised. So many changes occur each year in the foreign communities of the East that the work of revising the list of names is a very onerous task indeed, and amply demonstrates the necessity for the annual publication of the Directory. Hongkong is the only new port added this year, and the list of residents is prefaced by a very interesting description of the new trade centre. No list of residents at Port Arthur is given for the sufficient reason that none was obtainable, owing to the siege of the fortress by the Japanese army. The uncertainty as to the fate of Vladivostok is doubtless responsible for an imperfect revision of the list of residents in that city. A Diary of the War included in the book, brings events down to the end of the year 1904.

It is interesting to note that the alphabetical list at the end of the book contains upwards of 16,000 names, and the separate alphabetical list of Protestant missionaries in China, Japan and Korea contains upwards of 3,000 names. The excellent maps which are revised and corrected every year, are a valuable feature of the large edition, and for the rest it may be said that everything is done by the publishers to maintain the position which this work of reference has earned as the principal and acknowledged authority for commercial and professional men in China, Japan, Korea, Straits Settlements, Indo-China, the Philippines, Netherlands India and elsewhere in Asia.

## HONGKONG ICE CO. LTD.

## ANNUAL MEETING.

The twenty-fourth annual meeting of this Company was held at the offices of Messrs Jardine Matheson and Co., Pedder Street, yesterday afternoon. There were present: Hon. W. J. Grosson (Chairman), and Messrs. W. Parlane (Manager), P. Dow (Secretary), W. Dixon, H. P. White, F. Smyth, D. Clark, C. Moonoy, T. Forrest, A. Rodger, A. B. Smith, W. A. C. Cruckshank, B. Layton, C. May, H. Fook, H. Kun Tong and Lo Kun Shui (shareholders).

## ANNUAL REPORT AND ACCOUNTS.

The CHAIRMAN in moving the adoption of the annual report and accounts, which have already been published in these columns said:—

GENTLEMEN.—With your approval I propose to take the Report and Accounts as read. The receipts for Ice as compared with the year 1903, show a decrease of about \$7,500, the major part of which is traceable to the absence of Japanese steamers; on the other hand I am pleased to say revenue received from Cold Storage exceed that of 1903 by \$1,300 and from this branch of our business, the prospects of which appear to be satisfactory, we look for increased earnings in the future. Turning now to the other side of the account, under the heading of Salaries, Wages and General Trade expenses there has been a saving of \$9,500. The New Machine referred to at the last meeting was completed in July, and has since been working satisfactorily. In order to ensure our keeping pace with demand it has been necessary to order seven new ice boxes, and at no distant date it is hoped calls on our Cold Storage will necessitate the insulation of the two rooms already built for that purpose. With this outlay to face, and also bearing in mind the possibility of opposition which is ever before them, your General Managers have considered it prudent to appropriate a further sum of \$25,000 for Contingencies, and this will I trust commend itself to you. If any shareholder wishes to ask any questions I will be pleased to answer them.

Mr. DIXON had great pleasure in seconding the very successful report drawn up. He considered they occupied a very enviable position in that they had about \$120,000 in the bank—a position such as few companies in the East were in. Their manager was not only a competent engineer, but a very shrewd business man as well.

## RE-ELECTION OF AUDITOR.

Mr. SMITH proposed the re-election of Mr. Thomas Arnold as auditor.

Mr. RODGERS seconded the proposition, which was carried unanimously.

The CHAIRMAN—That concludes the business, gentlemen. Dividends will be ready to-morrow on application.

## SUPREME COURT.

Monday, 13th February.

## IN ORIGINAL JURISDICTION.

BEFORE SIR S. H. BERKELEY (CHIEF JUSTICE).

THE VAN CHUNG FIRM V. THE SAN YEE CO., LTD.

This is a claim for \$11,901 damages sustained by the plaintiff firm, of Bonham Strand West, on account of the defendants' non-delivery of yarn. The defendants carry on business in Des Vaux Road.

The Hon. Mr. E. H. Sharp, K.C., instructed by Mr. John Hastings, appeared for the plaintiff firm; and Mr. H. E. Pollock, K.C., instructed by Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) for the defendants. The Hon. Mr. Sharp, in opening, said:—There are seven contracts between the plaintiffs and the defendants; and this action is to recover damages for non-delivery of yarn under these seven similar contracts of sale. The plaintiffs show that these contracts were made on three dates close together, the 8th, 17th and 20th of December 1903. The first of these contracts is for 200 bales, at \$109 per bale, of which the plaintiff got 167 bales only; and 300 bales at a slightly advanced price, \$109, which the defendants were unable to deliver in any port. On the 17th December there were five contracts. Altogether these added 700 bales which the plaintiffs were unable to deliver; and on the 20th December there was one contract for 500 bales which the defendants did not deliver. So there was a total of 1,700 bales of which the defendants had only delivered 167, leaving 1,533 still due. The contracts were expressed to be for cargo in godown, but, as it turned out, the defendants had only "paper cargo," and nothing, or at any rate no great amount in the godown. That is to say, the defendants entered into the contracts for the sale of yarn while they had not got, speculating on the state of the market when they should have to deliver, and the market went against them. The price rose, and the defendants were unable or unwilling to meet their obligations. They were unable to go into the market and buy this large amount of yarn, in order to satisfy the plaintiffs, at the contract price. We shall prove a rise in the market after the date of the contract. In January 1904 the market price was about \$116 per bale, a very considerable rise from \$109 per bale. In the middle of February there was a slight relapse on account of the war.

In the middle of March the price was again \$116; and before the end of March it was \$129. Thence to the time of the issue of the writ, I do not understand it had fallen below \$120 but it might have gone down a little, to \$119. And this, as we shall show, is the cause of the trouble. It is important to observe what is the usual way of getting delivery under such contracts. We shall prove that when the buyer waits instalments of the goods he writes delivery orders on the seller, and the seller gets a godown warrant—that is with godown cargo. The goods were expressed to be actually in the godown, and the buyer gets his goods on the spot.

His Lordship—Is your case that the defendant is not bound to deliver unless asked for delivery?

Counsel—Yes, that is so. Just a few important instances:—Five days after the first contract was made, on the 13th December, 1903, we demanded delivery of 108 bales, by sending a delivery order; and tendered the money for them at the contract price, \$109. The defendants had no goods or said they had none in the godown. On this point it is rather important to mention that the defendants gave our messenger an order upon two other merchants with whom they said they had contracts. Our messenger went to the shop of these two other merchants, and the orders were disallowed. The defendants consequently returned to the plaintiffs the plaintiffs' original order. I shall prove that a very large number of similar requests, altogether about thirty, for delivery of goods, were made during the next few weeks. Sometimes the defendants delivered a little yarn, and these small amounts totalled 167 bales altogether. Generally the defendants said they had none. They said that they expected yarn; it was coming; they would have it soon. This ran on till March, and the final demand by the plaintiffs was on the 11th April, when they were tired out. Regarding the contracts, delivery was, according to the usual custom, to be on demand during three months. Astro blanks were left in the form of contract, the custom applies. The contract is headed "Godown goods." With goods not applied for till after the expiration of three months \$3 is charged on each bale of yarn. That is, if we do not demand delivery within three months, we have to pay \$3, and godown rate then onward runs at our expense. Sixty cents per bale per month, or two cents per day, is the customary rate charged after the expiration of three months to cover godown expenses, insurance and interest. The position is this:—the seller undertakes that the goods are in his possession deliverable on demand; and the buyer is in a position that he may take delivery at any time within three months without further charge, and if he does not take delivery within the three months, and the seller continues to hold the goods for him, then the buyer will become liable for the charges I mentioned. The buyer cannot, though, be held liable for those extra charges if the seller has not got the goods, as is the case for the defence. The seller cannot charge him insurance etc. for goods he has not got.

His Lordship—The requirement to pay a deposit shows that the goods must be there.

Counsel—Yes, he says "Very sorry, I have not got the goods; you can break the contract if you like." Can he then charge insurance and

godown expenses? On the 3rd March there was an important interview between the parties. On that day the manager of the plaintiff firm and several other merchants similarly situated, unable to get yarn out of the defendants, called on the manager of the defendant company, and requested him to deliver yarn for the thirtieth or fortieth time. The defendant managing partner explained that they could not deliver, as their own vendors, Yunnan merchants, had made default under contracts with them. He then said they hoped to be able to deliver in a few days, and proposed to the plaintiff manager that he should take over these contracts (with the Yunnan merchants) instead of the yarn. This offer was declined, because the plaintiff had already had every order on these same merchants disallowed—orders by the defendants—and knew that the defendants would have got delivery long ago if the goods were obtainable. The cargoes were in fact "paper cargoes." Subsequently the broker went round to the merchants and found in fact they had no yarn. On the 4th March, the following day, the broker, Chan Pun San, obtained a list from the plaintiffs of all the yarn due under the contracts and took it to the defendants for their perusal. On the 9th March there was another important interview between the parties. The managing partner of the defendant company had had the list and invited the plaintiff manager and other merchants to dinner at a restaurant. The defendant had a friend of his own and all the rest present were merchants in the plaintiff's position. The matter was fully discussed at that dinner and the defendant admitted liability, as always he had done, but said they could not deliver. The plaintiff's manager asked the defendant to buy from the so-called foreign firms, as there was plenty of yarn in the Colony, though, of course, the price was up. The defendant declined saying that he hoped to have yarn in a few days. After this dinner the parties were in almost daily communication through the broker. The plaintiff continually requested delivery, as they wanted yarn, and the defendants constantly procrastinated. On the 1st April the plaintiffs asked for 99 bales, and the defendants, as usual, said they had none; but they said that some friend of theirs, the Kwong Loong Chung, had 25 bales. Therefore the plaintiffs reduced the delivery order and made out a fresh one for 25 bales, and the defendants then gave them an order on the Kwong Loong Chung for 25 bales. This order, as usual, was disallowed. The Kwong Loong Chung had not any, so the defendants returned the original delivery order. On the 11th April, I pass over other requests, the final demand was made. The plaintiffs being tired of waiting, a clerk went to Mr. Hastings, and then that same morning, accompanied by Mr. Hastings' clerk, went to see the defendants, and demanded a number of bales under the contract dated the 8th December. The man said he had not got any, and wanted them to take over the contracts of other merchants; he had no yarn. Thereupon Mr. Hastings wrote a formal demand and threatening action, and the forbearance the plaintiffs had hitherto shown ceased. The importance of this is that it not only shows the date the plaintiffs' forbearance ceased, but that the defendants up to this time did not make any suggestion of non-liability. This suggestion, mentioned for the first time in a letter from Messrs. Johnson, Stokes and Master, clearly emanated from a lawyer's clerk.

His Lordship—It comes to a question of fact. Was the defendant asked and did not deliver, or was it that the plaintiffs did not ask?

Counsel—That is so; and if a buyer at a seller's request temporarily forbears to insist on the delivery, the damages ultimately for non-delivery are calculated on the market price when the buyer withdraws his forbearance. The plaintiffs did so when they refused to grant further indulgence, when their clerk went to the defendants with Mr. Hastings' clerk. We could have commenced an action every time they refused, but took it as a request and forbore as they said they expected goods in a few days. The question for Your Lordship, I submit, are only two and very simple:—

1.—Did the plaintiffs demand delivery of the goods in these contracts? I will prove that they did constantly and the defendants constantly procrastinated. The defendants submit that the plaintiff, holding these highly favourable contracts, abandoned all rights. There can be no doubt that they were highly favourable contracts, owing to the rise in the market.

2.—Did the market price rise after the date of these contracts? We shall prove that it did not immediately after, and very considerably. The defendants deny any rise at all, but I think the evidence on these questions can only be answered in the plaintiffs' favour, and that the plaintiffs will be entitled to judgment.

Evidence was led.

The case was adjourned.

## HOCKEY.

93RD BURMAS (2) v. 114TH MAHARATAS (1).

A semi-final Hockey Shield match was played at Happy Valley yesterday between the 93rd Burmas' second team and the 114th Maharatas' first team. It was an excellent game, resulting in a win for the Burmas by 5-4.

H.K.H.C. v. H.M.S. "HOQUE."

This was a later match. The teams were—H.K.H.C.—Gray, goal; Murphy and Gregory, backs; Chater, Wilson and Parker, halves; Boyd, Oglo, Stevens, Bird and Gibson, forwards.

H.M.S. "Hoque"—Venables, goal; Cleveland and Waller, backs; Woodward, Maltby and Fernand, halves; Bush, Robertson, Gresson, Andrew and Sullivan, forwards.

At half time the score was 3-1 in favour of the Club, and the Club scored the first goal in the second half. The Hoque then scored six goals in succession.

Result:—H.M.S. "Hoque," 7; H.K.H.C., 4.

## MARINE MAGISTRATE'S COURT.

Monday, 13th February.

BEFORE HON. CAPT. L. A. W. BARNES LAWRENCE R.N. (MARINE MAGISTRATE).

## OBSTRUCTION.

Kwok Ho, owner of cargo boat No. 115, Chan Ngan, owner of cargo boat No. 562 and Chan Hing, owner of cargo boat No. 114 were charged with wilfully disobeying the lawful orders of the Harbour Master in Victoria Harbour, in that they did cause obstruction by laying alongside the Praya wall between Blake pier and Douglas wharf while empty. As the defendants had no excuse to offer they were each fined \$1.

## OBSTRUCTING A RACE.

L. S. Counsell of the Water Police charged Wong Shing, owner of rowing boat No. 3369 with wilfully disobeying the lawful orders of Harbour Master on the 11th instant in that he did attempt to cross the regatta course, just as a race was about to start.

Defendant stated that no race was going on when he attempted to cross the track. He did not cross it.

## OBSTRUCTING A RACE.

Malcolm Robertson, Master of the British Steamer *Sandhurst*, charged six of the crew with impeding the progress of a voyage by refusing to proceed to Japan without just cause, since the 11th instant, in Victoria Harbour.

R. M. Robertson deposed:—I arrived here on the 11th inst., and received orders from the agents, Messrs. Dodwell and Co., to proceed to Sasebo. On returning on board I found the crew in possession of this news, and at 8 p.m. the defendants came to me individually and flatly refused to proceed to Japan.

By the Court: They gave me as a reason that the ship was carrying contraband, I am carrying coal to Sasebo.

Witnesses continuing: I reported the circumstances to the Deputy Shipping Master who came on board my ship the following morning and endeavoured to persuade the crew that by the terms of their agreements they were compelled to proceed. I brought the men before Your Worship this morning, in your office, when they received similar advice to that given by the Deputy Shipping Master.

Asked by the Court what they had to say, R. Umbo, the quartermaster, stated: I have made up my mind that under no circumstances will I go to Japan. The other defendants said the same.

His Worship, in summing up, said:—Your case is quite unlike any previous one I have dealt with, in connection with the carrying of contraband. Hitherto there has been demur on the part of certain crews owing to their vessels proceeding to belligerent ports, where a certain amount of risk was attached to the service. In these cases this fact has been given due consideration. In this instance, however, it has (previously to your being brought into Court), been very fully explained to you that in proceeding to Sasebo you are at the present time under no risk whatever. By the terms of your agreement you have no right to refuse, and if you persist you will simply be laying yourselves open to punishment. I will give you a final opportunity to change your minds, and if you declare your willingness to serve, I have no doubt the Master will withdraw the charge.

The man proved obdurate, and His Worship sentenced each of the defendants to two months' imprisonment.

## A CONTRABAND CARGO.

Captain John Moodie of the British steamer *Empress Castle* prosecuted fourteen of his crew for refusing to go on a voyage to Sasebo in Japan with a cargo of coal.

John Moodie deposed:—We arrived here on the 11th instant for orders, but found they had not been received. On returning on board that afternoon several of the crew asked me where the ship was going. On being told that she was probably going to Japan, the defendants present refused to proceed.

By the Court: The men assigned no reason for not proceeding to Japan. I am carrying coal from Cardiff. I did not know of its destination until arrival here.

T. Jorgeson, speaking on behalf of the defendants, said: Japan is a power at war, and by going there we are liable to lose our effects, as coal is contraband of war.

Another defendant stated that they could not get fresh water on board, and the provisions were very bad.

A third defendant said he did not sign for Japan.

The Captain then produced the Articles of Agreement, showing where the signatures of defendants were attached. The service on the Articles included Japanese ports.

J. Jorgeson, to the Court: We wish it to be understood that this is not a charge respecting the provisions, but that we are not willing to proceed to Japan.

Each of the defendants in turn was then given the opportunity to return to his work, but only one took advantage of it.

His Worship: This is the second case of a similar nature I have had to deal with to-day. I regret to have to record the fact that men are to be found willing to prefer punishment to undertaking a voyage which the promptings of a fearful heart magnify into one of a risk which does not exist. I explained this so fully to you when you interviewed me in my office, that nothing remains for me but to punish you for the offence for which you are being prosecuted.

The C.P.R. steamer *Empress of Japan* arrived at Shanghai on 3 a.m. on Sunday, the 12th inst., and left again at 4 p.m. same day for Hongkong, where she is due to arrive at 9 a.m. to-morrow.

The C.P.R. steamer *Empress of India* arrived at Nagasaki at 9:30 a.m. on Monday, the 13th inst., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 7 p.m. to-day.

The C.P.R. steamer *Athenaeus* left Vancouver on Wednesday, a.m., the 8th inst., for Hongkong via the usual ports of call.

The E. & A. steamer *Eastern* will due here to-day p.m. from Australian ports via Manila.

The A.L. steamer *Marquis Bacchus* left Singapore for this port on the 12th inst.

## KODAK

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied to Post Offices.

Advertisers and Subscribers which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Letters. P.O. Box, 33. Telephone No 12.

## NEW ADVERTISEMENTS

NEW ADVERTISEMENTS  
FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"ABRAHAM APACAR." Captain E. Toy, will be despatched for the above ports on SATURDAY, the 18th inst., at 3 P.M. For Freight or Passage, apply to

DAVID SASOON &amp; CO., LTD.

Agents.

Hongkong, 13th February, 1905. 435

"BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLEIDE" FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 18th inst., will be subject to rent.

All Claims against the Steamor must be presented to the Undersigned on or before the 26th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO.

Agents.

Hongkong, 13th February, 1905. 448

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 o'clock, Today, the 13th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 21st instant, at 9.30 A.M.

All Claims must reach us before the 27th instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS &amp; CO.

Agents.

Hongkong, 13th February, 1905. 454

## INTIMATIONS

## THE VICTORIA SCHOOL at Tunglung-chau, for children of European British subjects, will be OPENED on 20th MARCH, 1905.

The School will be open to children of both sexes but girls over 12 years of age will not be admitted. For further particulars application should be made to the Education Department.

EDWARD A. IRVING, Inspector of Schools.

Hongkong, 9th February, 1905. 437

## SANITARY BOARD OFFICE, Hongkong.

## TO THE OWNERS OF DOMESTIC BUILDINGS.

## TAKE NOTICE that under No. 5 of the

Domestic Cleanliness and Ventilation Bye-laws (as amended), every domestic building or part of such building within the Eastern Division of the City of Victoria and the Eastern Division of Kau-lung occupied by members of more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of January and February.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To ensure the additional comfort of passengers the Stewards of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON &amp; CO.

Agents.

Hongkong, 13th February, 1905. 446

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

## THE Company's Steamship

"HAIMUN," Captain Robson, will be despatched for the above port on THURSDAY, the 16th inst., at 10 A.M.

For Freight or Passage apply to

DOUGLAS LAPRAIK &amp; CO., General Managers.

Hongkong, 14th February, 1905. 453

## BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

## FOR AMOY, STRAITS AND RANGOON.

## THE Company's Steamship

"JURNEA," Captain Pearson, will be despatched as above on SUNDAY, the 19th inst., at DAYLIGHT.

For Freight or Passage apply to

JARDINE, MATHESON &amp; CO., Agents.

Hongkong, 15th February, 1905. 447

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM TO SHANGAI, YOKOHAMA AND KOBE.

## THE Company's Steamship

"MARQUIS BACQUEHEM," Captain Rasserein, will leave for the above places on TUESDAY, the 21st inst., at NOON.

For Freight or Passage apply to

SANDER, WIELER &amp; CO., Agents.

Princes Buildings.

Hongkong, 14th February, 1905.

## PRIVATE LESSONS given in Pitman's

Shorthand. Terms moderate.

Apply by letter to

J. W.

P. O. Box 143.

Hongkong, 10th January, 1905. 200

## EMPLOYMENT WANTED.

ENGLISHMAN seeks immediate employment in any capacity; Familiar with Book-Keeping and General Office Work.

Apply—Care of Daily Press Office.

Hongkong, 11th February, 1905. 430

## SHORTHAND.

## THE SWATOW GRASS CLOTH SILK

and DRAWN THREAD WORK

DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to

the above depot.

Apply by letter to

J. W.

P. O. Box 143.

Hongkong, 10th January, 1905. 200

## NOTICE.

## THE HONGKONG AND CHINA GAS CO., LTD.

beg to notify the Public that the PRICE OF GAS will be

REDUCED from \$3.50 to \$3.00 per 1,000

Cubic Feet as from the 1st February, 1905.

GEORGE CURRY,

Local Secretary.

Hongkong, 1st February, 1905. 357

## MAIL TABLES

FOR 1905.

Mounted on Card ... ... 30 Cents

On Paper ... ... ... 20 "

On Sale at the Hongkong Daily Press Office.

Swatow, 3rd June, 1904. 216

## INTIMATIONS

## THEATRE ROYAL.

TO-NIGHT (TUESDAY),

FEBRUARY 14TH, 1905, AT 9 P.M.

## FRIEDENTHAL!

## SECOND RECITAL

GIVEN BY THE

EMINENT PIANIST

HERR ALBERT

## FRIEDENTHAL.

## PROGRAMME:

SONATA op. 35. ... ... ... Chopin.

RAINBOW PRELUDE, &c. ... Chopin.

SPINNING SONG & TANNHAUSER MARCH.

MENDELSSOHN, GREGG, BRAHMS, CORELLI,

LEITZ, &c. &c.

The Plan is opened at the ROBINSON

PIANO CO., LTD.

Hongkong, 8th February, 1905. 383

## HONGKONG AND SHANGHAI BANKING CORPORATION.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

## HONGKONG PHILHARMONIC SOCIETY.

## A CONCERT will be given by the above

Society in the THEATRE ROYAL on

THURSDAY 16th February at 9 P.M. under

the distinguished patronage of His Excellency

the Governor. The Programme will consist of

ORCHESTRAL PIECES, SOLOS and the

WIND CANTEEN "THE REVENGE," Tennyson's

Poem set to music by C. V. STANFORD, per

formed by the Choir and Orchestra.

Tickets price \$3, \$2, and \$1 obtainable at the

ROBINSON PIANO CO.

Hongkong, 9th February, 1905. 413

## HONGKONG BOAT CLUB.

## AN EXTRAORDINARY GENERAL

MEETING will be held in conjunction

with the Royal Hongkong Yacht Club TO-

DAY (TUESDAY), 14th February, at 6 P.M.

at the Hongkong Hotel.

## BUSINESS:

To Approve Amalgamation.

To Approve Book of Rules.

To Elect Officers.

E. H. CARPENTER,

Hon. Sec. H. K. B. C.

Hongkong, 13th February, 1905. 439

## ROYAL HONGKONG YACHT CLUB.

## A EXTRAORDINARY GENERAL

MEETING will be held in conjunction

with the Hongkong Boat Club TO-DAY

(TUESDAY), 14th February, at 6 P.M. at the

Hongkong Hotel.

## BUSINESS:

To Approve Amalgamation.

To Approve Book of Rules.

To Elect Officers.

L. F. BROWN, Col.

Hon. Sec. H. K. Y. C.

Hongkong, 13th February, 1905. 439

## HONGKONG JOCKEY CLUB.

## RACE MEETING, 1905.

TUESDAY, WEDNESDAY, THURSDAY,

AND SATURDAY (OFF-DAY),



## SHIPPING.

## ARRIVALS.

AMARA, British str., 1,400, J. Mattock, 13th Feb.,—Java 2nd Feb.,—Sugar—Jardine, Matheson & Co.

COSTANTE, Italian str., 1,671, G. Scolas, 13th Feb.,—Cardiff via Singapore 17th Dec., Coal—Order.

EDGER, Norwegian str., 13th February, from Canton.

EMPIRE, British str., 2,843, P. Helms, 13th Feb.,—Kobe 8th Feb.,—General—Gibb Livingston & Co.

GLAUCUS, British str., 3,500, A. D. Baker, 13th Feb.,—Shanghai 10th Feb., General—Butterfield & Swire.

FRINZ SIGISMUND, German str., 3,300, D. Lenz, 13th Feb.,—Sydney 24th Jan., General—Meloche & Co.

SANDWICH, British str., 2,733, Robertson, 12th Feb.,—Cardiff 26th Dec. and Colombo 27th Jan., Coal—Dowdell & Co.

SIAM, British str., 983, R. Binns, 13th Feb.,—Manila 9th Feb.,—Cape Oil—Geo. Mc Bain.

TAISHUN, Chinese str., 1,216, Jamieson, 13th February,—Shanghai 9th Feb., General—Chinese.

UGANDA, British str., 3,493, F. R. Cunningham, 12th Feb.,—Rangoon 31st Jan., Rice—Japanese.

ULI, British str., 3,423, J. W. Livingston, 12th Feb.,—Rangoon 1st Feb., Rice—Jardine, Matheson & Co.

VOLUME, British str., 2,300, Holliday, 13th Feb.,—Palauang 4th Feb.,—Kororang Oil—Arnold, Kortberg & Co.

YUENSANG, British str., 1,128, P. H. Rolfe, 13th Feb.,—Manila 16th Feb., General—Jordine, Matheson & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

13th February.

Chia-kiang, British str., for Shanghai.

Glaciers, British str., for Singapore.

Hochting, British str., for Swatow.

Merionethshire, British str., for Shanghai.

Uganda, British str., for Kobe.

Ula, British str., for Yokohama.

## DEPARTURES.

13th February.

ARABIA, German str., for Portland.

B. BJORNEN, Norwegian str., for Foochow.

JAPAN, British str., for Shanghai.

KONGWAI, German str., for Bangkok.

OSCAR II, Norwegian str., for Moji.

SIAM, British str., for Shanghai.

WONKOI, German str., for Bangkok.

## SHIPPING REPORTS.

The British str. Uganda reports: Strong N.E. monsoon.

The British str. Siam reports: Strong monsoon and high seas.

The British str. Yuensang reports: Strong N. and N.E. winds, cloudy and drizzling rain with rough sea.

The British str. Empire reports: Weather overcast and cloudy throughout with moderate N.E. wind and sea.

## VESSELS IN DOCK.

13th February.

AEREDEN DOCKS—Chun Yai, Kowloon Docks—Heung, Kuklun Park, Dts. Hohne, Kafeng, Keneu, Cebu, Pottus, Macau.

COSMOPOLITAN DOCK—Keongwai.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

## "HAICHING."

Captain Hodgins, will be despatched for the above ports TO-DAY, the 14th inst., at 10 A.M. For Freight or Passage, apply to

DOUGLAS LAPRAIRIE &amp; CO.,

General Managers.

Hongkong, 13th February, 1905. [43]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

FOR KOBE AND YOKOHAMA.

THE Steamship

## "PRINZ SIGISMUND,"

OF THE NORDDEUTSCHER LLOYD, Captain D. Lenz, will leave for the above places TO-DAY, the 15th inst., at DAYLIGHT.

NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

Agents.

Hongkong, 13th February, 1905. [418]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through CARGO to ADELAIDE, NEW ZEALAND, TASMANIA &amp;c.)

THE Steamship

## "EMPIRE,"

Captain Holmes, will be despatched for the above ports TO-DAY, the 14th February, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 2nd January, 1905. [221]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

## "GREGORY APCAR,"

Captain J. G. Olifent, will be despatched for the above ports TO-DAY, the 14th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON &amp; CO., LTD.,

Agents.

Hongkong, 9th February, 1905. [399]

## REGULAR

STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

1905.

## "SANTUMA,"

About 20th Feb.

"RICHMOND CASTLE,"

4th Mar.

"SAINT FILLANS,"

17th Mar.

For Freight and further information, apply to

DODWELL &amp; CO., LTD.,

Agents.

Hongkong, 1st February, 1905. [289]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

## SECTION.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & B&W	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CHUSAN	Brit. str.	—	H. W. Kenrick, E.N.E.	P. & O. S. N. Co.	On 25th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP	GLAUCUS	Brit. str.	1 m.	BUTTERFIELD & SWIRE	To-day.	
AMSTERDAM, LONDON & ANTWERP	IDOMENUS	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 28th inst.	
AMSTERDAM, LONDON & ANTWERP	STENTOR	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 14th Mar.	
AMSTERDAM, LONDON & ANTWERP	ACHILLES	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 28th Mar.	
AMSTERDAM, LONDON & ANTWERP	MACHAON	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 11th April.	
MARSEILLES, LONDON & ANTWERP, &c.	KAIROW	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 25th April.	
MARSEILLES, LONDON & ANTWERP, &c.	JAVA	Brit. str.	—	P. & O. S. N. Co.	About 15th inst.	
MARSEILLES, &c., VIA PORTS OF CALL	BUCENTAUA	Brit. str.	—	NIPPON YUSEN KAISHA	On 16th inst., at Daylight.	
MARSEILLES, HAVRE & HAMBURG	POLYNEZIAN	Fre str.	k. w.	Broc	On 21st inst., at 1 P.M.	
BREMEN, VIA PORTS OF CALL	ZIETEN	Ger. str.	k. w.	Behrens	On 18th Mar.	
HAVRE & HAMBURG	SPESIA	Ger. str.	k. w.	F. von Binsar	To-morrow, at Noon.	
HAVRE & HAMBURG	ALESIA	Ger. str.	k. w.	Ehlers	On 21st inst.	
HAVRE & HAMBURG	SAMDIA	Ger. str.	k. w.	Sachs	On 24th inst.	
HAVRE & HAMBURG	SUEVIA	Ger. str.	k. w.	Lüning	On 8th Mar.	
HAVRE & HAMBURG	SILESIA	Ger. str.	k. w.	Knaust	On 4th April.	
SLAVONIA	—	—	—	—	HAMBURG-AMERIKA LINIE	On 18th April.
HAVRE & HAMBURG	AJAX	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 2nd May.	
GENOA, MARSEILLES & LIVERPOOL	PATROCULUS	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 20th May.	
GENOA, MARSEILLES & LIVERPOOL	ALCINOUS	Brit. str.	1 m.	BUTTERFIELD & SWIRE	On 20th April.	
TRISTE, &c., VIA SINGAPORE, &c.	PESSIA	Aus. str.	k. w.	Förk	On 28th inst., P.M.	
ODESSA	—	—	—	Föller	On 22nd inst.	
NEW YORK, VIA PORTS & SUEZ CANAL	ARCADIA	Ger. str.	k. w.	—	Quick despatch.	
MARSEILLES, LONDON & ANTWERP, &c.	ANDALUSIA	Ger. str.	k. w.	—	On 26th inst.	
MARSEILLES, LONDON & ANTWERP, &c.	SATSUMA	Brit. str.	—	Habel	Quick despatch.	
NEW YORK VIA SUEZ	NUBIA	Ger. str.	2 m.	HAMBURG-AMERIKA LINIE	On 8th Mar., at Noon.	
NEW YORK VIA SUEZ	EMPEROR OF JAPAN	Brit. str.	1 m.	CANADIAN PACIFIC R. Co.	On 15th Mar.	
ATHENIAN	—	—	—	DODWELL & CO., LIMITED	On 17th inst.	
HYADES	—	—	—	POERLAND & ASIATIC S.S. Co.	On 6th Mar.	
PINGUET	—	—	—	Globe	On 5th Mar., at Daylight.	
ARAGONIA	—	—	—	DODWELL & CO., LTD.	On 20th inst.	
THIRAN	—	—	—	—	On 26th inst.	
EMPIRE	—	—	—	—	On 15th inst., at Daylight.	
PRINZ SIGISMUND	—	—	—	—	On 16th inst., at Daylight.	
CHANGSHA	—	—	—	—	On 17th inst., at Daylight.	
ESANG	—	—	—	—	On 24th inst., at 3 P.M.	
KANSU	—	—	—	—	On 25th inst.	
CHIHU	—	—	—	—	On 28th inst.	
TUNGSHING	—	—	—	—	To-day, at 3 P.M.	
TAIWAN	—	—	—	—	To-morrow.	
EASTERN	—	—	—	H. Ellis	On 15th inst., at Daylight.	
KWANGHAI	—	—	—	MELCHERS & CO.	To-morrow, at Daylight.	
SHANGHAI	—	—	—	BUTTERFIELD & SWIRE	On 22nd inst.	
SHANGHAI, MOU & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	1 m.	JARDINE, MATHESON & CO.	On 24th inst.	
SHANGHAI	—	—	—	—	On 25th inst.	
SHANGHAI, NAGASAKI, HIIGO & YOKOHAMA	PRINZ ALICE	Ger. str.	—	—	On 26th inst.	
SHANGHAI, YOKOHAMA & KOBE	M. BACQUEHEM	Aus. str.	—	—	On 19th inst., at Daylight.	
NINGPO & SHANGHAI	AMOY, STRAITS & RANGOON	Brit. str.	—	OSAKA SHOSEN KAISHA	On 20th inst., at Daylight.	
FOOCHOW, VIA SWATOW & AMOY	FOOCHOW	Brit. str.	—	OSAKA SHOSEN KAISHA	On 21st inst., at Daylight.	
TAMSUI, VIA SWATOW & AMOY	TAMSUI	Brit. str.	—	OSAKA SHOSEN KAISHA	On 22nd inst., at Daylight.	
SWATOW, AMOY & FOOCHOW	ANPING</					

**OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

OUTWARDS.

STEAMERS	DUE
GLASGOW and LIVERPOOL "ACHILLES" .....	On 16th February.
GLASGOW and LIVERPOOL "PINGSUEY" .....	On 3rd March.
GLASGOW and LIVERPOOL "ANTENOR" .....	On 3rd March.
GLASGOW and LIVERPOOL "ULYSSES" .....	On 7th March.
GLASGOW and LIVERPOOL "PYRRHUS" .....	On 10th March.
GLASGOW and LIVERPOOL "MACHAON" .....	On 13th March.
GLASGOW and LIVERPOOL "ALCINOUS" .....	On 18th March.
GLASGOW and LIVERPOOL "OANFA" .....	On 21st March.
GLASGOW and LIVERPOOL "KAISOW" .....	On 25th March.
GLASGOW and LIVERPOOL "AGAMEMNON" .....	On 28th March.

HOMewardS.

FOR STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP "GLAUCUS" .....	On 14th February.
GENOA, MARSEILLES and LIVERPOOL "AJAX" .....	On 20th February.
AMSTERDAM, LONDON and ANTWERP "IDOMENEUS" .....	On 28th February.
AMSTERDAM, LONDON and ANTWERP "STENTOR" .....	On 14th March.
GENOA, MARSEILLES and LIVERPOOL "PATROCLUS" .....	On 20th March.
AMSTERDAM, LONDON and ANTWERP "ACHILLES" .....	On 28th March.
AMSTERDAM, LONDON and ANTWERP "MACHAON" .....	On 11th April.
GENOA, MARSEILLES and LIVERPOOL "ALCINOUS" .....	On 20th April.
AMSTERDAM, LONDON and ANTWERP "KAISOW" .....	On 28th April.

TRANS-PACIFIC SERVICE.

FOR STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"PINGSUEY" .....
For Freight, apply to	On 24th March.

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 13th February, 1905.

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**CHINA NAVIGATION CO.  
LIMITED.**

FROM STEAMERS	TO SAIL
POR DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE .....	"TSINAN" .....
MANILA "TAMING" .....	On 14th February.
SHANGHAI "TAIWAN" .....	On 15th February.
SHANGHAI "KWANGSE" .....	On 16th February.
NINGPO and SHANGHAI "SZECHUAN" .....	On 17th February.
CEBU and ILOILO "SUNGKIAN" .....	On 18th February.
KOBE "CHANGSHA" .....	On 22nd February.
CEBU and ILOILO "KAIKONG" .....	On 23rd February.
CHIEN-CHIEN "HANSI" .....	On 25th February.
CHIEN-CHIEN "CHIRLI" .....	On 28th February.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th February, 1905.

[11]

**OSAKA SHOSEN KAISHA**

REGULAR STEAM-SHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR STEAMERS	LEAVING
"TRIUMPH" A. HANSEN	WEDNESDAY, 15th Feb. at Daylight.
"B. BJORNSEN" C. OLSEN	SUNDAY, 19th Feb. at Daylight.
"DECIMA" SCHLAICHER	WEDNESDAY, 22nd Feb. at Daylight.
"FRITHEJOF" H. A. HABALSEN	SUNDAY, 26th Feb. at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As far as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central, Hongkong, 13th February, 1905.

T. ARIMA, Manager.

[14]

**CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ..... WEDNESDAY, 8th Mar. |

R.M.S. "ATHENIAN" ... 3,882 Tons ..... WEDNESDAY, 15th Mar. |

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ..... WEDNESDAY, 29th Mar. |

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ..... WEDNESDAY, 19th April. |

Hongkong to London, 1st Class ..... via St. Lawrence 260, via New York £25. |

Intermediate on Steamers ..... £20. |

1st Class Rail ..... £21. |

"Intermediate on Steamers ..... £20. |

1st Class Rail ..... £21. |

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at term rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent,  
9, Pedder Street.

[15]



**HONGKONG—MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Hodger .....	Manila.	Sat, 18th Feb., 10 A.M.
RUBI	2540	R. W. Almond .....	Manila.	Sat, 25th Feb., 10 A.M.

For Freight or Passage apply to

**SHewan, Tomes & Co.,  
GENERAL MANAGERS.**

**NOTICES TO CONSIGNEES**

OCEAN STEAMSHIP COMPANY,  
LIMITED,

AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamers.

"PATROCLUS,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns or the Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 9th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 14th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 17th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 7th February, 1905.

[16]

**THE AMERICAN SYSTEM  
OF  
DENTISTRY**

DR. M. H. CHAUN.  
37, DES VŒUX ROAD CENTRAL, HONGKONG  
From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904.

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GEO. FENWICK & CO., LTD.  
ENGINEERS AND SHIPBUILDERS.

THIS Old Established Firm especially  
Caters for Ship and Engine Repairs.  
The Works may be reached in 10 minutes from  
Blake Pier by Electric Tram.  
Launches will call alongside vessels in the  
harbour flying the Call Flag E.  
Telephone 142.  
Hongkong, 2nd January, 1905.

[33]



**MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.**

CODE WORD: "DOCK" NAGASAKI.  
A.L. A.B.C. Scots' and Engineering Codes  
Used.

DOCK No. 1 (at TATEGAMI).  
Extreme Length .. 523 feet.  
Length on Blocks .. 513 ..

Width of Entrance on Top .. 89 ..  
Width of Entrance on Bottom .. 77 ..  
Water on Blocks at Spring Tide .. 264 ..

DOCK No. 2 (at MUKAIJIMA).  
Extreme Length .. 371 feet.  
Length on Blocks .. 350 ..  
Width of Entrance on Top .. 66 ..  
Width of Entrance on Bottom .. 53 ..  
Water on Blocks at Spring Tide .. 22 ..  
PATENT SLIP (at KOSUKE).  
Can take vessels up to 1,000 tons gross.

[17]

**THE EAST OF ASIA.**  
(Published Quarterly)

CONTAINING Articles of Special Interest,  
Profusely Illustrated, descriptive of the  
people, Customs, &c., of the Far East.

The kind of Press criticisms, both Continental  
and American, that the production of this  
Magazine has evoked is eloquent testimony of  
the sterling merit of the publication.

Price \$1.50,  
On Sale at "NORTH CHINA HERALD  
OFFICE, Shanghai;  
MESSRS. KELLY & WALSH  
Hongkong;  
and all leading Booksellers in the Far East  
Hongkong, 3rd February, 1903.

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## POST OFFICE NOTICES.

The *Empress of Japan*, with the Canadian mail, left Shanghai on Sunday, the 12th inst., at 4 p.m., and may be expected here to-morrow, at 9 a.m. The *Princess Alice*, with the German mail, left Singapore on Saturday, the 11th inst., at 8 a.m., and may be expected here to-morrow.

## MAILS WILL CLOSE

FOR	PER	DATE
Canton	Per	Tuesday, 14th, 7.30 A.M.
Macao	Per	Tuesday, 14th, 7.30 A.M.
Singapore, Amoy and Foochow	Per	Tuesday, 14th, 7.30 A.M.
Shanghai, Nagasaki, Kobe and Yokohama	Per	Tuesday, 14th, 10.00 A.M.
Nagasaki, Kobe and Yokohama	Per	Tuesday, 14th, 11.00 A.M.
Macao	Per	Tuesday, 14th, 1.15 P.M.
Shanghai	Per	Tuesday, 14th, 2.00 P.M.
Singapore, Penang and Calcutta	Per	Tuesday, 14th, 2.00 P.M.
Manila	Per	Tuesday, 14th, 3.00 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Per	Tuesday, 14th, 3.00 P.M.
Shanghai and Chinkiang	Per	Tuesday, 14th, 3.00 P.M.
Nagasaki and Kobe	Per	Tuesday, 14th, 3.00 P.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Per	Tuesday, 14th, 3.00 P.M.
Quang Chow Wan	Per	Tuesday, 14th, 3.00 P.M.
Kobe and Yokohama	Per	Tuesday, 14th, 3.00 P.M.
Kongmoum, Kuchuk and Kankong	Per	Tuesday, 14th, 3.00 P.M.
Singapore, Amoy and Foochow	Per	Tuesday, 14th, 3.00 P.M.
Namtao	Per	Tuesday, 14th, 3.00 P.M.
Santos	Per	Tuesday, 14th, 3.00 P.M.
Canton	Per	Tuesday, 14th, 3.00 P.M.
Macao	Per	Tuesday, 14th, 3.00 P.M.
Canton	Per	Tuesday, 14th, 3.00 P.M.
Singapore, Penang and Bombay	Per	Tuesday, 14th, 3.00 P.M.
Europe &c., India via Takuifor	Per	(Late Letters 11.45 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Per	
Kobe and Yokohama	Per	
Macao	Per	
Shanghai	Per	
Namtao	Per	
Santos	Per	
Kongmoum, Kuchuk and Kankong	Per	
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